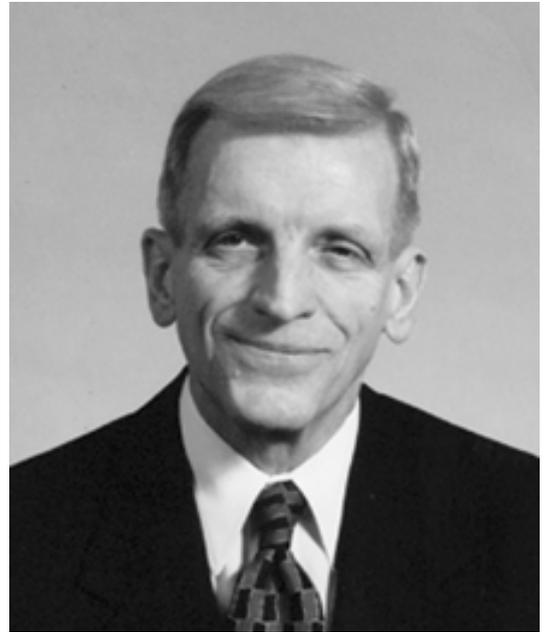


Published by the  
Illinois Department of Transportation  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

January 2002

We say goodbye to a dear friend and co-worker...

Director of Highways **James C. Slifer** died October 28, 2001. Serving the Department for more than 30 years, and a member of several associations, he will be sadly missed by many at IDOT and in the transportation industry.



In this third annual report documenting the department's accomplishments to the people of the state of Illinois, I am proud to highlight the work results of thousands of employees and private contractors. Here are just a few of those accomplishments:

- Funded nearly 2,400 highway and bridge projects statewide;
- Continued major reconstruction of the Hillside Bottleneck in Chicago to reduce congestion and improve highway safety;
- Sustained high-speed rail development;
- Supported 38 transit and 130 airport projects;
- Maintained a low traffic fatality rate on Illinois highways;
- Promoted construction work zone safety through public service announcements featuring the children of highway workers; and
- Implemented a major administrative program to improve departmental operations.

The department was able to develop many more multi-modal transportation projects through Gov. George Ryan's Illinois FIRST program, which provides additional billions of dollars to all transportation modes from FY 2000 through FY 2004.

As partners with private industry, all levels of government, and citizens who use and pay for the system, we work hard to maintain and improve one of the nation's premier transportation systems. We also are constantly looking for ways to become more effective and efficient.

We have found some of those ways as the lead state agency in developing strategic planning methods to improve programs and services. Citizens have confirmed their satisfaction with our efforts through several surveys. As part of the strategic planning initiative, department employees help in planning system improvements and receive additional training to respond better to citizen needs. Strategic planning thus helps fulfill our mission to provide a safe, cost-effective transportation system to enhance our quality of life, prosperity and environment.

This annual report shows you how we continue to invest the taxpayers' money in the state's transportation infrastructure effectively and efficiently.



Kirk Brown

Secretary

Illinois Department of Transportation

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## IDOT WORKS TO IMPROVE CITIZEN AND EMPLOYEE SATISFACTION THROUGH STRATEGIC PLANNING

The Illinois Department of Transportation is delivering on Gov. George H. Ryan's commitment to make the most effective use of available resources in developing and maintaining Illinois' world-class transportation network.

Through a comprehensive commitment to strategic planning and leadership, IDOT employees have established long-term objectives to raise customer satisfaction, speed completion of construction projects to reduce traveler inconvenience, improve communications, and refine key processes and programs throughout the organization for effectiveness and efficiency.

The overriding goal is to make sure IDOT continues to provide a high-quality transportation system second to none in the nation.

Employees from throughout IDOT have voluntarily managed workloads to take on additional tasks aimed at improving the cost-effectiveness of programs and processes at every level of the organization. Working in teams, these employees are exploring ways to improve diverse aspects of IDOT operations with shorter response time to customer inquiries, enhanced public communications, greater safety for motorists and employees in construction zones, greater capital programming efficiency, more effective snow removal techniques, and better coordinated training and research efforts.

At the Governor's direction, IDOT also is gathering information from motorists and other customers through surveys and focus groups to help determine ways in which the Department can serve Illinois better and provide even more effective transportation opportunities in the future.

The strategic planning initiative, which expands on capital program planning work that has been done for more than 25 years at IDOT, incorporates all aspects of the Department's operations, including administrative and service functions. The planning initiative focuses on the following four strategic perspectives to guide its activities and help the Department accomplish its overall mission:

- Customer Satisfaction and Partnerships
- Delivery of Programs and Services
- Best Business Practices
- Employee Learning and Growth

Surveys of motorists during Fiscal Year 2001 have shown high levels of satisfaction with the overall job being done by IDOT and with the way employees of IDOT conduct themselves on the job. IDOT is proud of that and takes its responsibility very seriously.

The main challenge is to continue to improve satisfaction among motorists and other travelers IDOT serves throughout Illinois. Through improved strategic planning, greater attention to citizen input, and continued hard work, IDOT will continue to rise to the challenge now and in the future.

### OUR MISSION

We provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

### OUR GUIDING PRINCIPLES

We will accomplish our mission while making the following principles the hallmark of all our work:

- Safety
- Integrity
- Responsiveness
- Quality
- Innovation



*The Illinois Department of Transportation serves the transportation needs of the citizens of Illinois through its divisions of Aeronautics, Highways, Public Transportation, Rail Transportation, and Traffic Safety.*

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## OUR MAJOR OBJECTIVES

The department has developed the following objectives for fulfilling its mission:

**HIGHWAYS** –Provide cost-effective, quality highways and services;

**AIRPORTS** –Improve Illinois' airport system and preserve the nation's top hub in northeastern Illinois by developing a third major airport;

**TRANSIT** –Ensure that public transportation is available through a stable base of operating and capital funding to provide transit options for commuters, reduce traffic congestion and improve air quality;

**RAIL** –Support inter-city rail passenger service and develop a high-speed rail system;

**PLANNING** –Integrate environmental and quality of life concerns in the transportation planning process;

**SAFETY** –Reduce highway vehicle crashes, fatalities and injuries; and

**INNOVATIONS** –Apply innovative technological solutions that improve the efficiency and safety of the transportation system, reduce congestion and enhance highway construction materials and designs.

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## OUR MAJOR RESPONSIBILITIES

The department's mission, principles and objectives are reflected in the department's responsibilities for all modes of transportation as defined by state and federal laws:

**HIGHWAYS** –Plans, designs, coordinates, constructs, maintains and operates the state system of highways and bridges;

**TRANSIT, AIR AND RAIL TRANSPORTATION** –Plans, coordinates and administers funding and technical assistance for public transit systems, airports and rail freight and passenger systems; and

**TRAFFIC SAFETY** –Administers traffic safety programs.

## TRANSPORTATION FUNDING SPURS ECONOMIC GROWTH WITH 85,000 JOBS

A well-maintained, safe and efficient transportation system is fundamental to economic development and growth. Transportation is essential for the distribution of products and services to local, regional, state, national and international markets. It is equally essential for getting people to work and to other places, such as retail stores, health services, schools and recreational activities.

Illinois is a major transportation hub in the nation. Its highway, air and rail transportation systems and waterways have always played a critical role in the state's economy by providing access to regional, national and international markets.

The extensive system reflects the dominant presence of transportation in Illinois where one of every five jobs is related to transportation, including construction jobs that are directly created by public investment in transportation. Capital improvements for highways, airports, public transportation, and rail funded during the 1990s created hundreds of thousands of jobs in the private sector construction industry. In Fiscal Year 2001, more than 55,000 private sector jobs in highway construction were created, a nearly 23 percent increase from Fiscal Year 2000. Another 30,000 jobs were generated in FY 2001 in the air and rail transportation industries.

Department investment policies continue to focus on supporting business and employment growth, preserving and managing the existing system, reducing congestion, improving safety and the efficiency of operations, supporting technology advances, and providing an overall transportation system that offers a high degree of mobility and reliable options.

The extensive multi-modal transportation system requires ongoing investments to continue fostering a healthy economy and serving the people of Illinois.



*Highway building and rehabilitation projects create jobs in Illinois and improve the transportation system and the state's economy.*

## SUMMARY OF FY 2001 MAJOR ACCOMPLISHMENTS

### Illinois FIRST Program Supports More Transportation Projects

In its second year, Illinois FIRST, the infrastructure funding program initiated by Governor George H. Ryan, allows IDOT to turn many more proposed transportation improvements into reality:

- **\$2.3 billion** for 2,383 highway and bridge rehabilitation projects
- **\$109.6 million** for 38 public transportation projects, including the restoration of state funding for capital improvements to match federal funds
- **\$15.5 million** for 130 airport projects, including a program to supplement federally funded airport improvements
- **\$20 million** for high speed rail projects, including design work for track improvements, crossing safety upgrades and the Positive Train Control system (remote train tracking system)

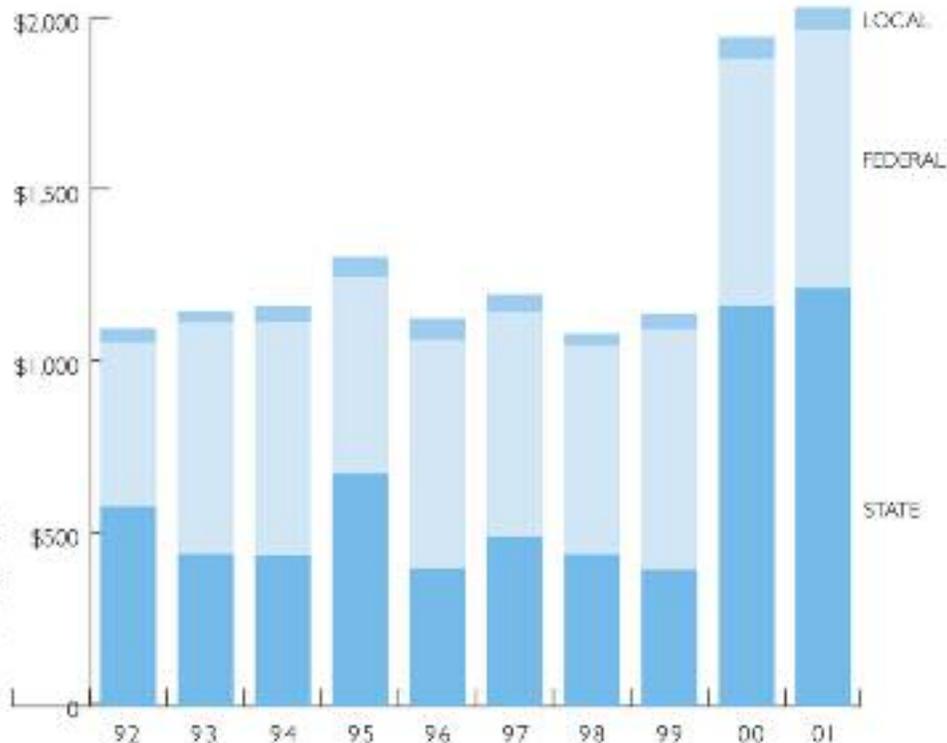
In addition, local governments received a boost of more than 21 percent in their annual allocation of state Motor Fuel Tax revenues in FY 2001 over the FY 1999 total to meet their growing road and bridge repair needs.

The benefits of increased funding generated by increases in passenger car registration fees and large truck license fees are visible throughout the state.



*Illinois FIRST funds helped make possible statewide multi-modal transportation projects.*

### HIGHWAY CONSTRUCTION PROGRAM FUNDING SOURCES OVER THE PAST 10 FISCAL YEARS, IN MILLIONS OF DOLLARS



*The increase in highway construction funds provided by the Illinois FIRST program in FY 2000 and in FY 2001 is reflected in the chart that traces the past 10 years in the highway program.*

## MAKING HIGHWAYS SAFER IN ILLINOIS

- Continued reconstruction of Hillside Bottleneck in Cook County to untangle one of the nation's worst areas of congestion.
- Began reconstruction of Lake Springfield bridge, adding lanes to improve vehicle flow and safety.
- Started major work zone safety media campaign to inform motorists of the dangers involved in highway construction zones.



*The multi-year reconstruction of the Hillside Bottleneck made possible through Gov. Ryan's Illinois FIRST program will greatly reduce highway congestion in the western suburbs of Chicago.*



*The multi-year reconstruction of Lake Springfield bridge in the Capital City is one of many important downstate projects.*



*Four girls selected as "Star Search" winners for promoting work zone safety in radio and television public service announcements are children of highway workers.*



*Metra serves the Chicago area.*

## SUPPORTING PUBLIC TRANSPORTATION IN ILLINOIS



- Reached highest Metra ridership in recorded rail system history in northeastern Illinois - more than 81 million rides.
- Completed and opened a 17.4-mile extension of the MetroLink light-rail system to Belleville Area College.
- Completed renovation and expansion of Chicago and State subway station in the Loop.



*Funds the rehabilitation of rail stations such as the Chicago and State subway station in the Loop.*

## UPGRADING ILLINOIS AIRPORTS

- Supported major improvements including runway construction and rehabilitation, taxiway rehabilitation and safety equipment additions at 60 airports statewide.



*Provided funds for taxiway and runway rehabilitation.*

## SUPPORTING RAIL IMPROVEMENTS AND DEVELOPING HIGH-SPEED RAIL

- Entered into an agreement with the Union Pacific Railroad to rehabilitate 120 miles of track to a maximum speed of 110 mph on the Chicago-St. Louis corridor between Dwight and Springfield for high-speed rail.
- Continued to work with eight Midwestern states to explore ways to improve rail passenger service in the region, a 3,000-mile long rail passenger system.
- Continued working on the draft environmental impact statement for Chicago-St. Louis high-speed rail corridor.



*High-speed rail service is under development between Chicago and St. Louis.*



*Major track construction projects completed.*

## TAKING TRAFFIC SAFETY MEASURES

- Oversaw inspections of 47,000 school buses and more than 420,000 commercial vehicles to ensure traffic safety.
- Adopted aggressive minority outreach program involving child safety seat training classes, and coordinated the distribution of 25,000 booster seats.
- Funded 847 motorcycle instruction classes that trained nearly 10,000 individuals at 43 statewide locations.

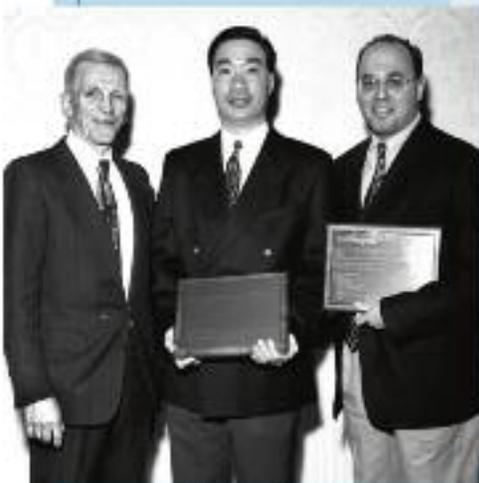


*Coordinated the distribution of 25,000 booster seats to improve safety.*

## DEPARTMENT GIVES AND RECEIVES AWARDS FOR EXCELLENCE

### Engineers and Technician of the Year 2000

**Kenneth Eng** from District 1 and **Sal Madonia** from District 6 were selected as Engineers of the Year for 2000, and **Richard Smith** of District 7 as Technician of the Year. Eng, a Design Plan Preparation Engineer in the Bureau of Design, was selected for his work on the plans for accelerated reconstruction of the Hillside Bottleneck; Madonia, a Project Engineer in the Bureau of Program Development, for supervising three design squads in the district and 19 consultants undertaking design work with an estimated construction value of \$147 million; and Smith, a Maintenance Field Technician in the Bureau of Operations, for his work during a severe flash flood in Effingham County that damaged part of Illinois 40.



Director of Highways Jim Sifer presented Engineer of the Year awards to Kenneth Eng (center) and Sal Madonia.

### IDOT Receives Information Technology Award

The Department received an award from *Civic.com* magazine for success in government information technology. IDOT was selected for making its highway letting and bidding information available on the Internet, which streamlined IDOT's bidding process and cut costs.

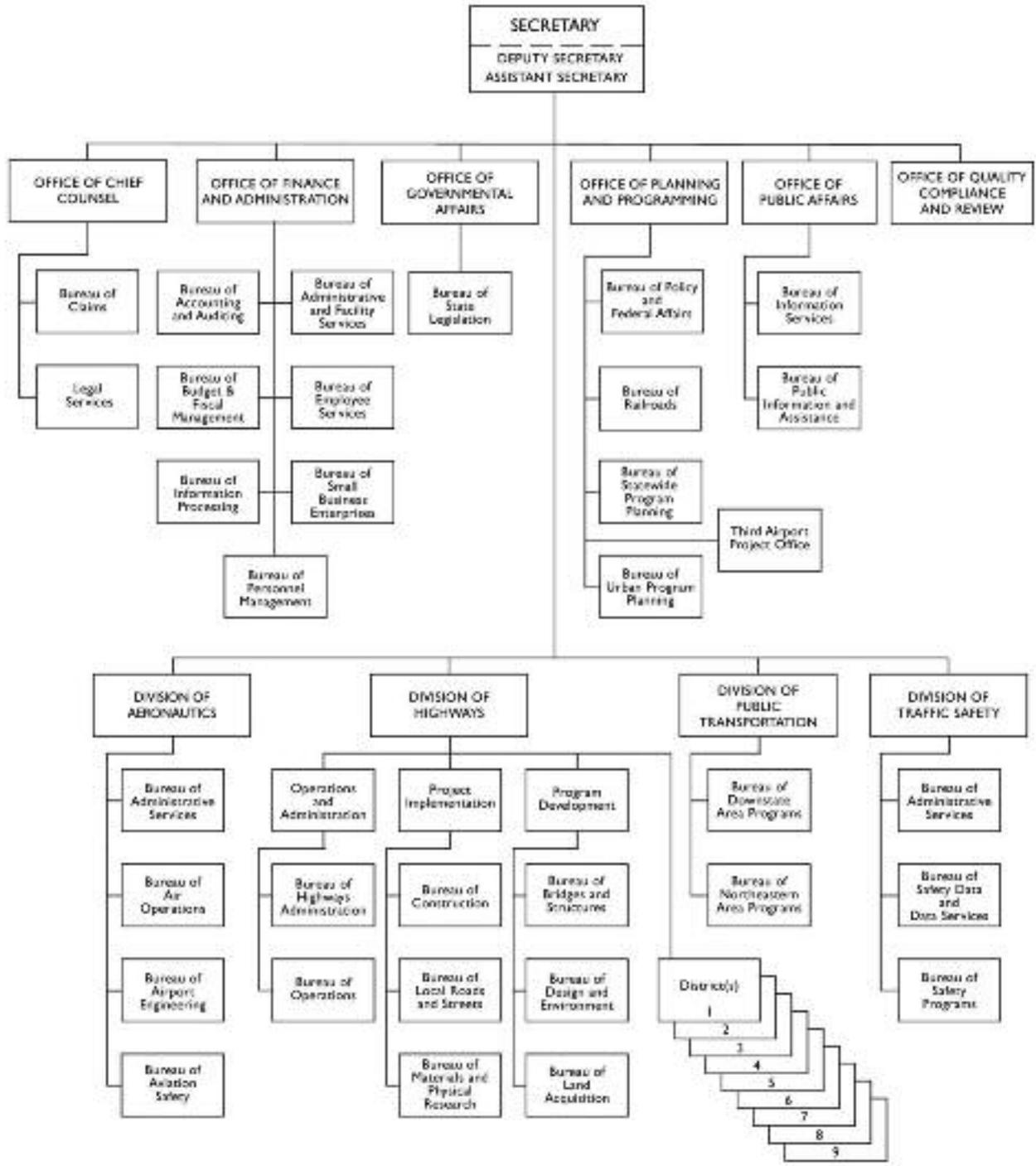
### IDOT Receives other Awards in FY 2001

- *Partnership in Excellence Award* — The Federal Highway Administration honored **Gerald Pedrucci**, Special Projects Coordinator in the IDOT's Bureau of Land Acquisition, for his contributions to the State/Federal Highway Beautification Program, specifically in the area of Outdoor Advertising Control.
- *Technical Achievement Award* - The Illinois Road Builders Association (IRBA) selected the Department for advancement in electronic communication in the highway contracting process. The first-time award by IRBA recognizes leaders in advancing the use of electronic communication to replace paper.
- *Planning for Excellence Program Award* - The Department, Secretary **Kirk Brown** and four IDOT employees, **Rena Egan**, **Ken Martin**, **John Webber**, and **John Werthwein**, were honored by Gov. George H. Ryan for their exceptional support of the Governor's statewide strategic planning program.
- *State Agency of the Year Award* - The Department was selected by the State Interagency Committee on Employees with Disabilities for its support for people with disabilities through employment, an internship program and workplace accommodations.



Sifer presented the Technician of the Year award to Richard Smith.

# ORGANIZATION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION



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## ORGANIZATION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION

On January 1, 1972, the 77th Illinois General Assembly created the Illinois Department of Transportation, combining the Department of Public Works and Buildings with the office of Mass Transportation from the Department of Local Government Affairs. In August 1973, Aeronautics became a division within the department. In 1995, the Division of Water Resources was transferred to another department under a reorganization plan.

As a multi-modal agency, the department's responsibilities involve planning, coordination, construction and maintenance of highways, transit systems, airports, intercity rail systems, and traffic safety.

### Office of the Secretary

Coordinates multi-modal activities and directs transportation policy for the state in concert with the Governor and the General Assembly.

### Office of the Chief Counsel

Provides legal counsel to IDOT on policy issues and proposed actions affecting the department's offices and divisions; administers tort liability claims, property damage claims and uncollectable receivables; and processes lien and bond claims against contractors.

### Office of Finance and Administration

Develops and administers IDOT's budget; manages personnel system for nearly 6,500 employees; provides centralized business services and facilities management; administers small business programs; and provides data processing services.

### Office of Governmental Affairs

Develops IDOT's policy goals and positions, state legislative programs and strategies, and resolves special issues to support and enhance Illinois' transportation interests.

### Office of Planning and Programming

Develops long- and short-range plans to improve Illinois' transportation system, including the annual and multi-year Highway Improvement Programs and the multi-year programs for public transportation, airports and rail; conducts preliminary work for development of Chicago's 3rd Airport; prepares capital grants budget for public transportation and airports; implements rail freight and passenger programs, and directs metropolitan planning programs. Develops federal transportation policy initiatives.



*District 7 Communications Center monitors Chicago-area traffic.*

#### **Office of Public Affairs**

Develops and implements IDOT's public affairs policy, plans and programs, ensuring that adequate information is provided to increase public awareness in the transportation planning process; assists the media in coverage of agency activities, and produces technical displays and audiovisual materials for the department.

#### **Office of Quality Compliance and Review**

Reviews and analyzes departmental operations to ensure that citizens receive quality services.

#### **Division of Aeronautics**

Coordinates and implements programs concerning air safety, airport construction and other aeronautical-related areas, and provides emergency helicopter transportation in cooperation with the Department of Public Health's Emergency Medical Services Program.

#### **Division of Highways**

Develops, maintains and operates the state highway system; develops policies, procedures, standards and guidelines for improving highways, and operates nine district offices to ensure policies are followed and programs are coordinated with federal, state and local agencies.

#### **Division of Public Transportation**

Implements state's program of technical assistance and capital and operating grants to transit systems statewide and provides expertise to the department in analyzing technical and policy concerns.

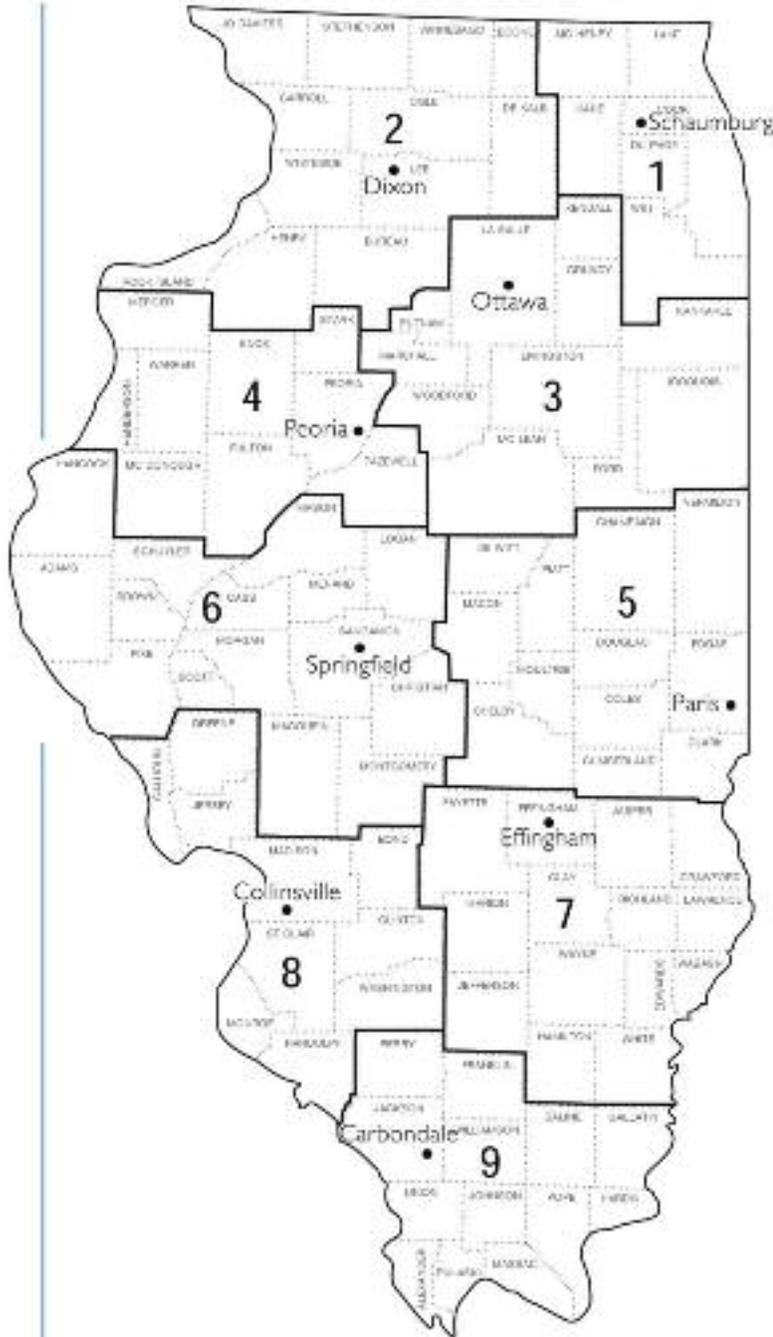
#### **Division of Traffic Safety**

Develops and implements safe highway measures for Illinois motorists, cyclists and pedestrians; uses accident data to help formulate plans for the annual highway construction program; promotes the enforcement and education of safety belt and DUI (driving under the influence of alcohol, drug or intoxicating substances) laws; allocates federal funds to other state and local agencies for programs aimed at reducing accidents, fatalities and injuries; inspects the state's school buses, trucks, buses and ambulances; oversees the transportation of hazardous materials in conjunction with the Illinois State Police; and administers the Motorcycle Rider Safety Training Program at statewide training sites.



*District 9 headquarters in Carbondale is one of nine district offices statewide.*

## DISTRICT OFFICES



**District 1**  
201 West Center Court  
Schaumburg, IL 60196-1096  
Phone 847/705-4000

**District 2**  
819 Depot Avenue  
Dixon, IL 61021-3546  
Phone: 815/284-2271

**District 3**  
700 East Norris Drive  
P.O. Box 697  
Ottawa, IL 61350-0697  
Phone: 815/434-6131

**District 4**  
401 Main Street  
Peoria, IL 61602-1111  
Phone: 309/671-3333

**District 5**  
Route 133 West  
P.O. Box 610  
Paris, IL 61944-0610  
Phone: 217/465-4181

**District 6**  
126 East Ash Street  
Springfield, IL 62704-4792  
Phone: 217/782-7301

**District 7**  
400 West Wabash  
Effingham, IL 62401-2699  
Phone: 217/342-3951

**District 8**  
1102 Eastport Plaza Drive  
Collinsville, IL 62234-6198  
Phone: 618/346-3100

**District 9**  
State Transportation Bldg.  
P.O. Box 100  
Carbondale, IL 62903-0100  
Phone: 618/549-2171

**People who are hearing-impaired  
can use the Ameritech Illinois relay  
number 1-800-526-0844**

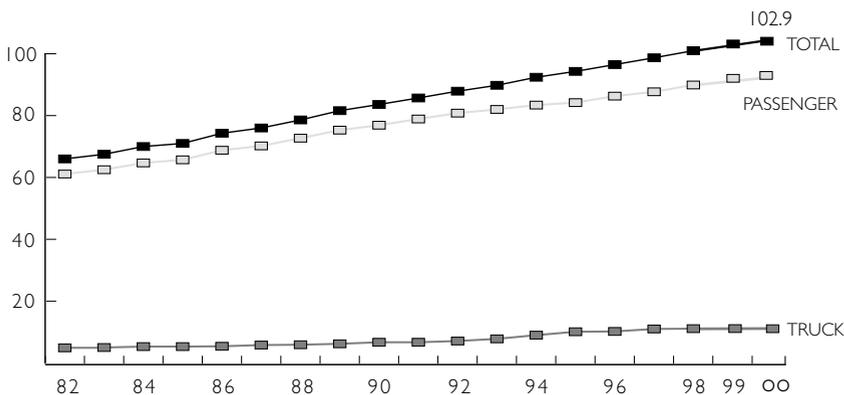
## DEPARTMENT PROGRAMS AND FY 2001 HIGHLIGHTS

### HIGHWAYS OVERVIEW

Illinois' 139,766-mile network of state and local roads is the third largest in the nation. Nearly 17,000 miles of the roads are under the state's jurisdiction. Of the 26,000 bridges in Illinois, 8,000 are on the state system.

The state highway system is the most heavily used. In 2000, the most recent year for which traffic volume data is available, Illinois' highway network carried nearly 103 billion vehicle miles of travel. Two-thirds of that traffic moved on the state highway system that constitutes only 12 percent of the total road miles and 30 percent of all bridges.

#### AVERAGE VEHICLE MILES TRAVELED (AVMT) BY AUTOS AND TRUCKS IN ILLINOIS 1982–2000 IN BILLIONS OF MILES



The state also has the third largest interstate highway system, including three of the nation's five transcontinental routes that carry the most commercial vehicle traffic. Illinois' interstate highways account for about 2 percent of all road miles but carry 28% of all traffic in the state.

#### 2000 STATEWIDE MILEAGE AND TRAVEL

Road Functional Classification	Mileage	Daily Total Vehicle Miles	Daily Vehicle Miles per Mile
Interstate, Rural	1,520	28,466,184	18,728
Interstate, Urban	650	51,067,858	78,566
Other, Rural	25,113	45,485,363	1,811
Other, Urban	10,484	123,759,918	11,805
Local, Rural	76,477	10,509,225	137
Local, Urban	25,522	21,957,548	860
<b>STATE TOTAL</b>	<b>139,766</b>	<b>281,246,096</b>	<b>2,012</b>

Illinois Travel Statistics 2000

Each spring, the Governor presents members of the General Assembly and the public an updated investment program for transportation. The program lists projects that IDOT intends to accomplish in the next five years within projected funding.

*The table shows that urban highways are much more congested than rural roads. That high traffic flow also contributes to faster deterioration of roads in urban areas.*

## CAPITAL INVESTMENT PRIORITIES

In planning how to use state and federal funding for capital improvements, IDOT developed the following priority list:

**PRIORITY 1: PRESERVATION AND MODERNIZATION** of the interstate highway system.

**PRIORITY 2: PRESERVATION AND MODERNIZATION** of Illinois state highways.

**PRIORITY 3: EXPANSION/ADD LANES** improvements to reduce congestion.

**PRIORITY 4: CONSTRUCTION** of new principal arterial routes to enhance economic development.

Repairing and modernizing Illinois' interstate highways is the state's top capital investment priority because they represent lifelines of the economy. Interstate highways are particularly critical for commercial transportation in Illinois. More than 50 percent of all goods that are shipped on highways move on the interstate system. In addition to their heavy use, Illinois' interstates are among the oldest in the nation. That combination increases and accelerates rehabilitation needs.

## OPERATIONS PRIORITIES

In allocating resources for handling key operations, IDOT's operations priorities include the following:

**PRIORITY 1: SNOW AND ICE CONTROL** on the state's 42,000 lane miles of road.

**PRIORITY 2: ROADWAY MAINTENANCE** on a 24-hour basis.

**PRIORITY 3: TRAFFIC MANAGEMENT**— includes signal maintenance to Emergency Traffic Patrol.

**PRIORITY 4: EMERGENCY RESPONSE** during disasters.

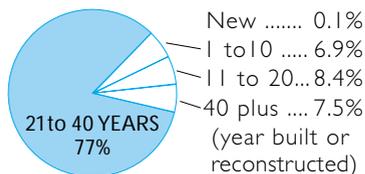
**PRIORITY 5: ROADSIDE MANAGEMENT** and services — mowing, litter pickup and rest areas.

## MOST HIGHWAYS NEED TO BE REHABILITATED

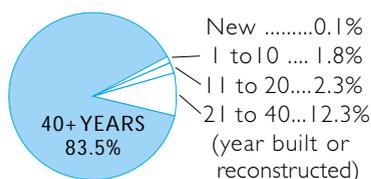
As the chart shows, nearly 85 percent of the interstate system is now at least 21 years old, whether newly built or reconstructed — past the 20-year design cycle when major rehabilitation and upgrades may be needed.

The non-interstate highway system has an even higher percentage of roads built or reconstructed more than 20 years ago - nearly 96 percent, as shown in the chart.

AGE OF ILLINOIS INTERSTATE SYSTEM IN 2000



AGE OF ILLINOIS NON-INTERSTATE SYSTEM IN 2000



## FY 2001 HIGHLIGHTS

In FY 2001, the highway program included \$2.3 billion in federal, state and local matching funds, with more than 98 percent allocated for preserving the existing systems of highways and bridges. The investment supported more than 55,000 private sector jobs in the construction highway industry and improved 1,659 miles of road and 295 bridges.

### Major accomplishments during FY 2001:

#### HIGHWAY CONSTRUCTION PROJECTS:

**1 I-290/I-294/I-88 Interchange (Hillside Bottleneck) in Western Cook County.** Continued reconstructing three interstate highways that converge into one lane eastbound in Hillside. Governor George Ryan put the multi-year Illinois FIRST project on a fast track schedule to untangle one of the worst bottlenecks in northeastern Illinois. In FY 2001, major work budgeted for \$37 million included: bridge replacement, addition of auxiliary lanes, ramp widening, interchange reconstruction, lighting, bridge removal and demolition, and bridge widening from I-88 (East -West Tollway) to U.S. 12/20/45 in Hillside.

**2 U.S. 45 (Lake Avenue) from Illinois 137 (Buckley Road) to Illinois 176 (Maple Road) in Libertyville & Mundelein (Lake County).** Began constructing additional lanes, modernizing traffic signals, and improving the signal timing/progression at a cost of \$14.8 million.

**3 Cicero Avenue (Illinois 50) at 127th Street and I-294 (Cook County).** Continued reconstructing interchange and rehabilitating bridge and lighting at a cost of \$18.4 million.

**4 Illinois 59 from 111th Street in Naperville to 143rd Street in Plainfield (Will County).** Began funding construction work that will add lanes, install signals and noise barriers, improve the signal timing/progression, and conduct intersection work at a cost of \$19.5 million.

**5 Illinois 1 (Dixie Highway) from south of 16th Street to Union Avenue in Chicago Heights, Steiger, and Crete (Cook and Will counties).** Began widening and resurfacing the highway, improving a railroad crossing, adding lighting, modernizing traffic signals, and improving an intersection at a cost of \$10.2 million.

**6 U.S. 52/Illinois 2/Illinois 26 (Galena Avenue) at the Rock River in Dixon (Lee County).** Began replacing bridge, improving the intersection, adding turn lanes, and modernizing traffic signals for an initial cost of \$17.3 million. This multi-year project is scheduled for completion in 2003.

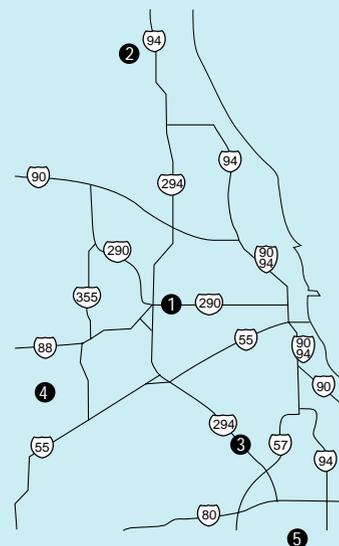
**7 I-74 at the Rock River in Moline (Rock Island County).** Began reconstructing the interstate from U.S. 6 to Illinois 5, including the replacement of six structures at an initial cost of \$30 million. This multi-year project is scheduled for completion in 2004.

**8 I-80 from east of Morris to the Will County line (Kendall and Grundy counties).** Began reconstructing Interstate 80. Work includes completely removing and replacing the west-bound roadway and bridges and improving lighting and rest area. This multi-year project is estimated to cost \$37.4 million.

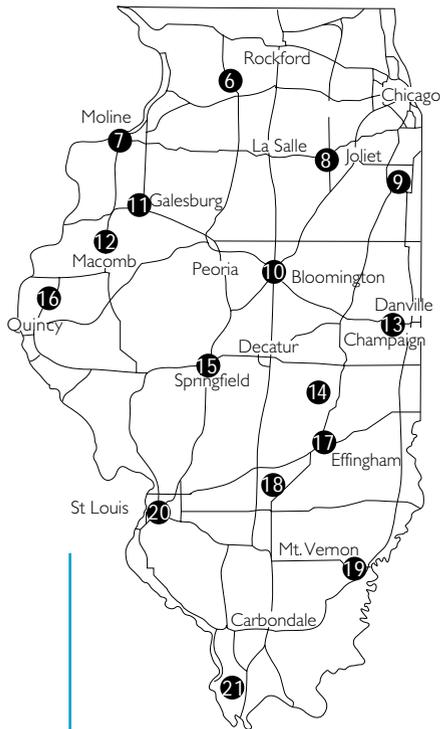
### FY 2001 PROGRAM FUNDING

SOURCE	AMOUNT
Federal	\$851,000,000
State	\$1,383,000,000
Local	\$66,000,000
<b>TOTAL</b>	<b>\$2,300,000,000</b>

### CHICAGO AREA PROJECTS



STATEWIDE PROJECTS



**9 Illinois 17 (Court Street) bridge over the Kankakee River (Kankakee County).** Began reconstructing the Court Street Bridge in Kankakee. Work includes complete staged removal and replacement of this structure, providing three travel lanes in each direction. Additional work includes improving intersection signals, improving roadway lighting, and making enhancements in adjacent Bird Park. This multi-year project is estimated to cost \$11.7 million.

**10 I-55/74 to Illinois 9 [Market Street] (McLean County).** Began reconstructing Interstate 55/74 southwest of Bloomington. Work includes completely removing and replacing the roadway and bridges, providing three travel lanes in each direction. This multi-year project is estimated to cost \$24.0 million.

**11 U.S. 150 (North Henderson Street) from Carl Sandburg Drive to Main Street in Galesburg (Knox County).** Worked on adding lanes, reconstruction, intersection improvement and storm sewer at a cost of \$ 19.3 million.

**12 U.S. 67 Bypass from north of Roseville to south of Roseville (Warren County).** Worked on paving, grading and intersection reconstruction at a cost of \$17.8 million.

**13 I-74 from East of St. Joseph to east of U.S. 150.** Began work on resurfacing, underdrains, roadside safety items, ramp repair and bridge removal/demolition on 15.87 miles at a cost of \$12.0 million.

**14 I-57 from the Effingham County line to U.S. 45 at Mattoon.** Began work on resurfacing, underdrains, and roadside safety items on 11.26 miles at a cost of \$7.2 million.

**15 I-55 Lake Springfield Bridge from East Lake Drive to south of I-72.** Began replacing bridge and adding 3rd lane, resurfacing Interstate 55 and expanding shoulders, and widening the Toronto Road overpass at a cost of \$36.4 million.

**16 U.S. 136/Illinois 336 from Adams County line to one mile north of Illinois 94.** Began paving and grading work at a cost of \$14.3 million.

**17 I-70 from U.S. 45 east to the Cumberland County line (Effingham County).** Started rehabilitating bridge and resurfacing on I-70 at a cost of \$6.5 million.

**18 I-57 from south of Salem to the Fayette/Marion County line (Marion County).** Completed rehabilitating 15 structures and 19 miles of pavement at a cost of \$10.1 million.

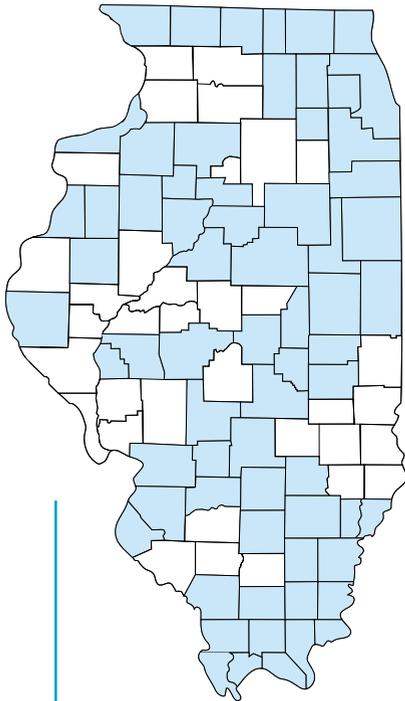
**19 I-64 between Illinois 242 and Grayville (Wayne and White counties).** Completed rehabilitating 21 structures and 19 miles of pavement at a cost of \$18.5 million.

**20 I-55 & I-70 from 2.2 miles west of Madison County line to Canton Creek (St. Clair & Madison counties).** Worked on resurfacing, bridge deck overlay and bridge repair at a cost of \$7.9 million.

**21 Illinois 127 from Jonesboro Square to Illinois 3 (Union and Alexander counties).** Worked on widening and resurfacing, bridge deck repairs and bridge deck waterproofing at a cost of \$9.3 million.



■ COUNTIES WHERE TRANSIT SYSTEMS OPERATED IN FY 2001



## PUBLIC TRANSPORTATION OVERVIEW

Northeastern Illinois has the second largest combined transit system in the nation, while downstate urban transit systems provide service in southwestern Illinois, nine metropolitan areas, and 30 rural and small urban areas. (See map.) Transit systems provide service by commuter rail, rapid transit trains, and buses. Smaller, lift-equipped vehicles provide specialized service for the elderly and persons with disabilities in urban and non-urban areas.

Public transportation provides an important means of mobility for many Illinois citizens. In northeastern Illinois and the St. Louis Metro East area, public transportation also plays an important role in relieving traffic congestion. Three transit systems under the Regional Transportation Authority (RTA) in northeastern Illinois carry 95 percent of the approximately 600 million annual public transportation passengers in Illinois.

The department's Division of Public Transportation coordinates the distribution of certain federal grants and of state funds to support transit systems statewide. Federal, state and local funds provide both capital (e.g., infrastructure, facilities and equipment) and operating (e.g., labor, fuel and maintenance) assistance to support public transportation. The federal government provides the bulk of the capital funds while state and local governments finance transit operating expenses not covered by fares.

## FY 2001 HIGHLIGHTS

In FY 2001, the transit program allocated \$941.11 million in federal, state and local matching funds for operating assistance, an eight percent increase of \$69 million from FY 2000. The program also allocated \$1.074 billion in capital assistance.

Although suburban travelers in the Chicago metropolitan area primarily rely on the auto for transportation, as shown in the charts on page 19, continuing efforts to encourage commuters to use public transportation are producing results. The RTA, which oversees the Chicago Transit Authority (CTA), Metra and Pace, reported its highest gains in ridership in a decade in 1999. In FY 2001, Metra reported the highest ridership in the recorded history of commuter rail in northeastern Illinois.

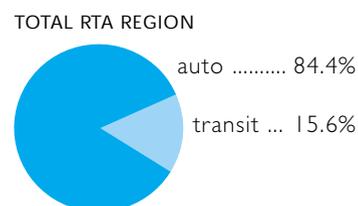
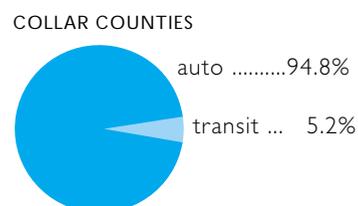
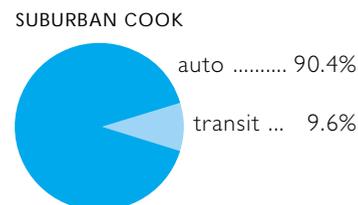
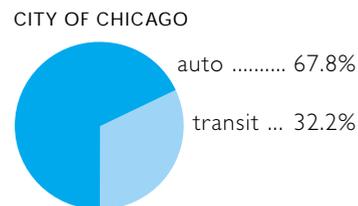
The three RTA agencies provided 570 million trips in 2000, a 2 percent increase over 1999, which breaks down as follows: the CTA handled 449.4 million rides, a 1.7 percent increase; Metra suburban trains, 81.8 million rides, a 6.8 percent increase; and Pace suburban buses, 38.7 million rides, a 3.7 percent decrease.

The following charts show in percentages how the Fiscal Year 2001 public transportation program is funded and how those funds are spent:

FY 2001 PROGRAM FUNDING

Operating Assistance		Capital Assistance	
SOURCE	AMOUNT	SOURCE	AMOUNT
Federal	\$10,560,000	Federal	\$602,710,000
State	\$325,820,000	State	\$361,900,000
Local	\$604,730,000	Local	\$109,430,000
Total	\$941,110,000	Total	\$1,074,040,000

MODES OF TRAVEL IN NORTHEASTERN ILLINOIS



Major accomplishments during FY 2001:

NORTHEASTERN ILLINOIS

**Chicago Transit Authority—**

*Blue Line*

Entered into funding agreements with federal, state and local agencies to completely reconstruct 6.6 miles of track and structure, upgrade 11 railstations, and replace all electrical, signal and communications systems.

*Total estimated cost: \$483 million.*

*Rapid Transit Cars*

Continued the mid-life rehabilitation of 598 rapid transit cars to ensure reliable service through their 30-year life. The rehabilitation involves all structural, electrical, communication, and power systems on the cars.

*Total estimated cost: \$342 million.*

*Articulated Buses*

Purchased 79 articulated, fully accessible buses that are extra long and bend in the middle. They are used for routes with large passenger demands and express service. *Total estimated cost: \$33.6 million.*

*Chicago/State Subway Station*

Completed the renovation and expansion of the Chicago and State station on the Red Line Subway. This station is the sixth busiest on the CTA system and required considerable modernization to accommodate the increased passenger flows. *Total estimated cost: \$32.4 million.*

Metra -

*Commuter Rail Cars*

Initiated purchase of 300 fully accessible commuter rail cars to replace aging vehicles and provide for expanded services. *Total estimated cost: \$389 million.*

Pace-

*Transit buses*

Initiated purchase of up to 125 air-conditioned, fully accessible standard-size buses and up to 25 paratransit vehicles for persons with disabilities.

*Total estimated cost: \$38 million.*

## SOUTHWESTERN ILLINOIS

### **Metro East -**

#### *MetroLink Light Rail Extension to Belleville Area College*

Completed and opened a 17.4-mile extension of the MetroLink light-rail system in St. Clair County from the existing terminus in East St. Louis eastward to the Belleville Area College, including eight new stations. *Total estimated cost: \$339.2 million.*

#### *MetroLink Light Rail Extension to Shiloh-Scott Station*

Awarded a grant to the Bi-State Development Agency to extend the MetroLink light rail system 3.5 miles in St. Clair County from the Belleville Area College to Shiloh-Scott Station. *Total estimated cost: \$77 million.*

#### *Transit Buses*

Took delivery of 26 fully-accessible, standard, fixed-route buses for general public transportation service. *Total estimated cost: \$6.2 million.*

## DOWNSTATE - URBAN

#### *Paratransit Storage Facility*

Began the acquisition of land and the design of a paratransit vehicle storage facility for the Rockford Mass Transit District. *Total estimated cost: \$1.25 million.*

#### *Bus Turnaround*

Began the construction of a bus turnaround in downtown Kankakee to serve the River Valley Metro Mass Transit District. *Total estimated cost: \$250,000.*

#### *Inter-modal Transit Center*

Began construction of an inter-modal transit center in downtown Decatur. *Total estimated cost: \$2.1 million.*

#### *Transit Buses*

Began the purchase of 24 fully-accessible, heavy-duty transit buses for general public transportation service in two urbanized areas. *Total estimated cost: \$6.4 million.*



*Transit operations are an important part of northeastern Illinois' transportation system.*

## DOWNSTATE - NON-URBAN

#### *Paratransit Vehicles*

Began the production of 79 lift- or ramp-equipped paratransit vehicles for public, not-for-profit, and transit agencies statewide to replace worn-out units. *Total estimated cost: \$4.3 million.*

## AIR TRANSPORTATION OVERVIEW

Illinois' airport system is the second largest in the nation and includes one of the world's busiest airports at O'Hare International in Chicago, which served more than 68 million passengers in 2000. Eleven other Illinois airports have scheduled air carrier service. There are currently 118 airports designated for public use and 268 heliports.

In 2001, there were 18,600 registered pilots and 6,300 registered planes engaged in general aviation throughout the state.

### South Suburban Airport - Chicago Region

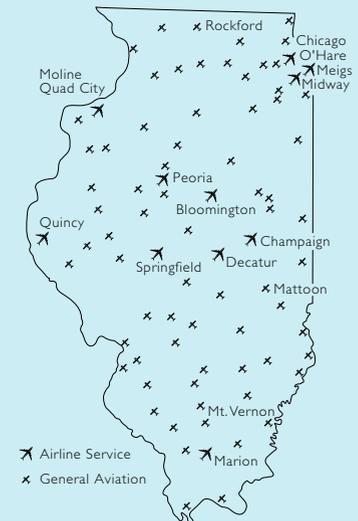
The Federal Aviation Administration (FAA) will complete an Environmental Impact Statement on site approval and land acquisition by spring 2002. A record of decision then will be issued by the FAA. The state, meanwhile, has begun to purchase land for a starter airport in eastern Will County. The General Assembly has authorized \$75 million for this effort.

## FY 2001 HIGHLIGHTS

The FY 2001 program included nearly \$127 million in federal, state and local matching funds for improvement projects at airports throughout the state. The funded projects improve the safety and efficiency of the airports and enhance opportunities for economic development in communities throughout the state.

In FY 2001, the department initiated a land loan program in which the state provides low interest loans to local airport sponsors for land acquisition.

### AIRPORTS (publicly owned)



### FY 2001 PROGRAM FUNDING

SOURCE	AMOUNT
Federal	\$ 93,200,000
State	\$ 16,900,000
Local	\$ 16,900,000
<b>Total</b>	<b>\$127,000,000</b>

## Major accomplishments during FY 2001` : (Costs in parentheses)

### **Runway construction/extensions**

Underway at Lansing - Phase 1 (\$2,845,000), Benton - Phase 1 (\$284,700), DeKalb (\$1,940,400), Litchfield (\$2,000,000) and DuPage (\$6,198,100).

### **Runway rehabilitation**

Underway at Palwaukee (\$9,536,800), Kankakee (\$1,772,200), Lacon (\$300,000), Rochelle (\$220,700), and Vandalia (\$321,000).

### **Taxiway rehabilitation**

Constructed at Moline (\$517,200), Springfield (\$2,280,400), Aurora (\$1,833,300), Palwaukee (\$5,071,700), Lawrenceville (\$1,138,000), Olney-Noble (\$171,000), Pittsfield (\$109,700) and Salem (\$100,000).

### **Safety equipment**

Navigational aids and landing equipment installed at Rockford.

## RAIL TRANSPORTATION OVERVIEW

Two of the nation's top rail freight gateways are located in Illinois: the largest is in the Chicago region and includes the most extensive network of inter-modal transfer terminals; the other top rail gateway is in the East St. Louis metro area. Illinois' rail freight network has nearly 7,600 miles of track owned and operated by 48 privately owned railroad companies. IDOT's rail freight improvement program focuses on preserving essential rail freight service for communities and shippers faced with potential abandonment of rail lines.

Chicago also is the Midwest hub for Amtrak rail passenger service, with trains on 10 regional and transcontinental routes providing service every weekday to Illinois cities and destinations beyond. The state sponsors supplemental intercity service on those routes - from Chicago to St. Louis, Carbondale and Quincy. In addition, Illinois co-sponsors service, with Wisconsin, between Chicago and Milwaukee. High-speed rail service between Chicago and Springfield also is under development.

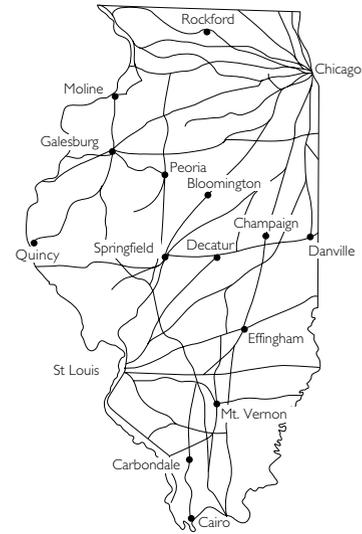


*Rail projects improve tracks and support freight service.*

FY 2001 PROGRAM FUNDING

RAIL PASSENGER PROGRAM		RAIL FREIGHT PROGRAM	
SOURCE	AMOUNT	SOURCE	AMOUNT
Operating Assistance		Federal	\$830,000
State	\$10,220,000	State	\$6,378,000
Capital Assistance		Total	\$7,208,000
State	\$20,100,000		
Federal	\$7,000,000		
Total	\$37,320,000		

MAINLINE RAIL SYSTEM



FY 2001 HIGHLIGHTS

In Fiscal Year 2001, the rail program allocated \$44.5 million. Of that amount, \$9 million was used to continue inter-city rail passenger service between Chicago and Quincy, Carbondale, and St. Louis. Another \$1.2 million supported service between Chicago and Milwaukee.

A total of \$7.2 million was provided to the rail freight improvement program, which provides grants and low-interest loans for capital improvement projects that are selected for their long-term economic benefits to Illinois. These state grants and loans leverage private investment from participating rail operators and shippers, creating or helping to retain nearly 2,000 jobs during the 1990s.

Additional funds were provided in Fiscal Year 2001 to improve rail passenger stations. Work continues on an environmental impact statement for the high speed rail program.

Major accomplishments during FY 2001:

High-speed rail projects completed and under development

- Entered into an agreement with the Union Pacific Railroad to upgrade 120 miles of track and grade crossings on the Chicago - St. Louis corridor between Mazonia and Springfield. Work began in the spring of 2001 and will be completed in the fall of 2002. Along with an advanced train control system, these improvements will allow the maximum speed to be increased from 79 mph to 110 mph.
- Entered into an agreement with Lockheed Martin Corporation to develop the new computer and satellite control system for the advanced train control system.
- Continued work on the environmental impact statement for the Chicago - St. Louis corridor.
- Ended the demonstration project testing the Vehicle Arresting Barrier system at three grade crossing locations, which was unsuccessful.

AMTRAK SYSTEM



### **Promotion of passenger rail service**

- Started the downstate Illinois Amtrak getaways - packages with Amtrak tickets, lodging, car rentals and free transportation from the Amtrak station in 11 downstate cities.
- Doubled to 30 the number of bed and breakfast accommodations in Chicago and downstate offering free transportation from an Amtrak station.
- Increased awareness of Enterprise Rent-A-Car's vehicles that are now available in most Illinois cities with Amtrak stops.
- Conducted statewide sales visits and distributed promotional materials to travel agents, chambers of commerce, units of local government, colleges, major employers, libraries and activity centers.

### **Station improvement projects completed**

- Completed construction of new station at Effingham. Cost: \$100,000
- Completed safety improvements of the platform at the Mendota station. Cost: \$14,000
- Completed construction of new platform at the Galesburg station. Cost: \$100,000

### **Station improvement projects started**

- Began platform work and interior improvements to the Macomb station.
- Started construction of a canopy at the Carbondale station.
- Contributed funds for platform reconstruction at the Princeton station.

### **Rail freight projects completed**

During Fiscal Year 2001, six major projects were completed, helping local economies by creating or retaining 55 jobs and leveraging \$52,600,000 in private funds. Projects completed or under construction include:

#### ***New track construction*** (City/town; Railroad; Length; Cost)

- Kenny II; Canadian National Railway/Illinois Central Railroad; 7,711 feet; \$668,013
- Marion East III; CO&E; 806 feet; \$358,200
- Martinsville; CSX; 6,496 feet; \$856,590
- Griggsville; Norfolk Southern; 2,542 feet; \$431,958

#### ***Rehabilitation*** (City/town; Railroad; Length; Cost)

- Peoria; PPU; 3.67 miles; \$1,527,311
- Rock Island and Milan, II; 9.6 miles; \$800,000

#### ***Under construction***

During FY 2001, four major projects were under construction, helping to create or retain 36 jobs and leveraging \$900,000 in private funds.

## NON-MOTORIZED TRANSPORTATION OVERVIEW

Illinois currently has nearly 2,300 miles of on- and off-road bikeways for its estimated two million bicyclists. About 930 miles are located in northeastern Illinois where there is a greater use of bicycles for work and personal commuting. Other urban areas with developing bikeway networks include Rockford, Quad-Cities, Bloomington, Metro-East, Peoria, Champaign and Springfield. In many areas, these networks provide access to public transportation. More than 83,000 miles of the 140,000 miles of Illinois highways, streets and roads are also suitable for bicycling. (Roads not suitable include gravel roads, interstate highways and roads identified as unsafe.)

In addition to 2,300 miles of open bikeways, another 200 miles of bikeways are funded for planning and design or for construction. The following table highlights the various stages of completion of bikeways in Illinois in 2001.



*IDOT promotes the use of alternative forms of transportation, such as bicycling, by supporting bicycle trail construction and improvements.*

STAGE OF COMPLETION	# OF BIKEWAYS	# OF MILES
Open	103	1,119.60
Open with new construction	39	1,062.80
Funded for construction	46	233.15
Funded for engineering	4	42.9
<b>TOTAL</b>	<b>192</b>	<b>2,458.50</b>

## FY 2001 HIGHLIGHTS

The department continued working in Fiscal Year 2001 to encourage the use of bicycles for recreational and health benefits, as well as an alternative mode of commuter transportation, by:

- Providing \$9 million in state and federal grant funds for projects that provide new or improved bicycle and pedestrian transportation improvements;
- Funding new sections of the Grand Illinois Trail in northern Illinois, including the Great River Trail, the Hennepin Canal State Trail, and the Burnham Greenway in Chicago. Projects downstate include the Springfield-Chatham Interurban Trail, and the Lincoln Prairie Trail from Pana to Taylorville that opened in Spring 2001, several other locally sponsored trail projects.
- Reprinting 62,000 regional bike trail maps that are available for free distribution, and
- Providing two free Division of Traffic Safety bicycle safety booklets - *Safe Bicycling in Illinois* and *Kids on Bikes*.

In addition, the department supported pedestrian transportation projects in Fiscal Year 2001 by working with local governments to start or complete sidewalk or transit station safety improvements for pedestrians, including persons with disabilities.

## TRAFFIC SAFETY OVERVIEW

The Department continued working in Fiscal Year 2001 to make highway travel safer by:

- analyzing information, including data from about 590,000 crashes, to determine what programs or initiatives would improve traffic safety;
- overseeing safety inspections of school and church buses, as well as commercial vehicles, including trucks and buses;
- conducting motorcycle training classes at 43 sites;
- informing the public about the proper use of child safety seats and seat belts;
- distributing federal funds to local communities to promote safety programs; and
- providing public information materials statewide.



*Although motorists have increased their miles driven in Illinois by 60 percent over the past two decades, the fatality rate has been cut in half due, at least in part, to better traffic safety efforts.*

## FY 2001 HIGHLIGHTS

### Major accomplishments during FY 2001:

#### Low fatality rate

The provisional fatality rate for calendar year 2001 is 1.4 persons killed per 100 million miles driven in Illinois, maintaining the state's lowest rate in history and remaining below the national rate of 1.6. The current low rate is half the rate of just 19 years ago even though the miles traveled have increased 56 percent during that time.

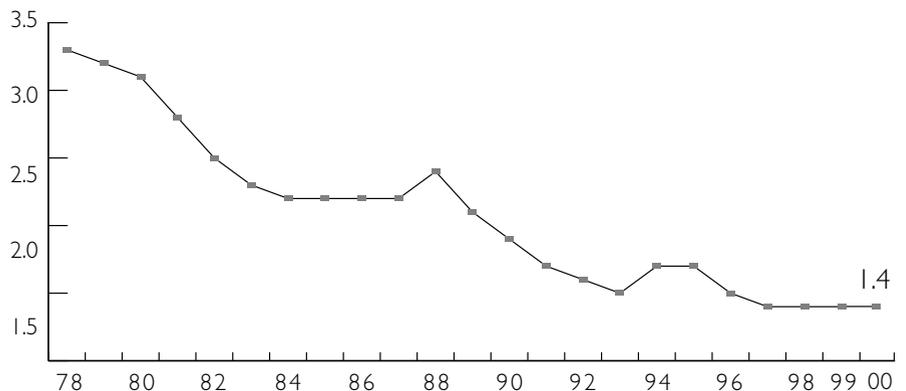
#### Safety inspections

**School and church buses**—43,000 semiannual inspections of school buses were conducted by IDOT, while more than 4,000 school buses and 550 church buses received unscheduled inspections. Nearly 500 school bus drivers were trained to perform a thorough school bus pre-trip inspection. More than 10,000 diesel emission inspections were performed.

**Motor carriers**—A total of 83,812 inspections and 381,600 safety lane inspections were conducted to ensure that commercial vehicles and their drivers comply with safety regulations. A total of 266 compliance reviews were made, with 112 of those carriers inspected receiving civil penalties.

In addition, IDOT conducted five on-site reviews with new and small trucking companies to educate them about motor carrier regulations.

#### MOTOR VEHICLE FATALITY RATE IN ILLINOIS 1978–2000 PER 100 MILLION VEHICLE MILES TRAVELLED



*Hazardous materials transportation*—10,361 hazardous materials transportation inspections were reviewed. A total of 2,171 notices of serious violations were reviewed and 191 civil penalties issued. In addition, 729 warning letters were issued.

### **Motorcycle rider training**

More than 9,750 individuals registered for 847 motorcycle training classes at 43 locations statewide. Working with selected state universities, IDOT funds the program yearly from portions of fees for motorcycle license plate registrations and motorcycle drivers licenses.

### **Child safety seats and seat belts**

The department sponsored and coordinated more than 30 Child Passenger Safety Technician Certification courses in 2000. There are now more than 1,200 certified CPS technicians and 40 instructors in Illinois. IDOT also coordinated the distribution of more than 25,000 child safety seats that were provided by the Ford Motor Company. The department also continued to encourage the use of seat belts. According to a July 2001 observational survey of 117,806 front seat occupants at 258 locations statewide, 69 percent of drivers and front seat passengers were restrained, nearly the same as the previous year's rate of 70.2 percent.

A statewide "Click It or Ticket" enforcement and educational campaign continued with the assistance of the Illinois State Police and more than 460 local law enforcement agencies.

The Division of Traffic Safety adopted a more aggressive minority outreach effort within the last year. In addition to the support from Ford Motor Company for the distribution of 25,000 booster seats in this state, Ford funded four 32-hour child safety seat training classes in the under-served rural areas of southern Illinois. Ford also provided seed money to establish the first Hispanic Child Passenger Safety Resource Center on the north side of Chicago.

The division also provided school supplies with a "buckle-up" message to health and safety fairs within the Latino communities and to all Urban League offices and Head Start programs statewide. The division also provided a display focusing on safety seats for children and safety belts for adults at the United States Hispanic Leadership Conference held in Chicago and attended by about 8,500 people.

Other plans include selecting a person from the Chicago Police Department to serve as the minority liaison to diverse populations within the city of Chicago. The officer chosen will provide input on community issues to the statewide safety belt coalition.

## **PUBLIC INFORMATION AND EDUCATION**

About four million publications and materials about air bags, alcohol, occupant and child protection, and other traffic safety issues were distributed statewide.

Training seminars were conducted for law enforcement officials, judges and state's attorneys. Three area briefings were held to inform elected officials, community leaders and representatives from public and private agencies about traffic safety issues.

A major radio advertising campaign targeting part-time safety belt users was started through major radio stations in June 2001 before enhanced law enforcement efforts. Media events were conducted in November 2000 and early 2001 in eight regions of the state.

## STATE BUDGET

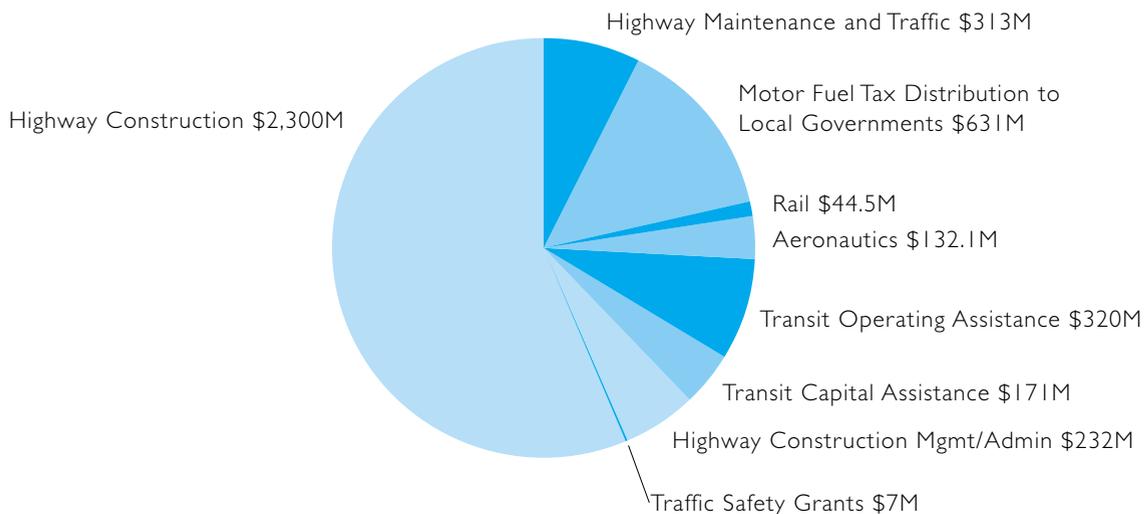
### OVERVIEW AND FY 2001 HIGHLIGHTS

The annual budget funds the first year of five-year capital programs for highways, public transportation, airports and rail. It also funds highway operations and maintenance, operating assistance for public transportation and state-supported rail passenger service, traffic safety programs and administrative support.

Several state and federal sources, including user fees and general revenue monies, fund IDOT's transportation programs. Local matching funds come from a variety of sources. Nearly all funding for planning, constructing and maintaining Illinois' highway system comes from fees collected from motorists who use the system.

The charts and tables on the following pages summarize the appropriations, funding sources, expenditures and revenues for the department's Fiscal Year 2001 programs.

### FY 2001 PROGRAM APPROPRIATIONS — \$4,150.6 MILLION



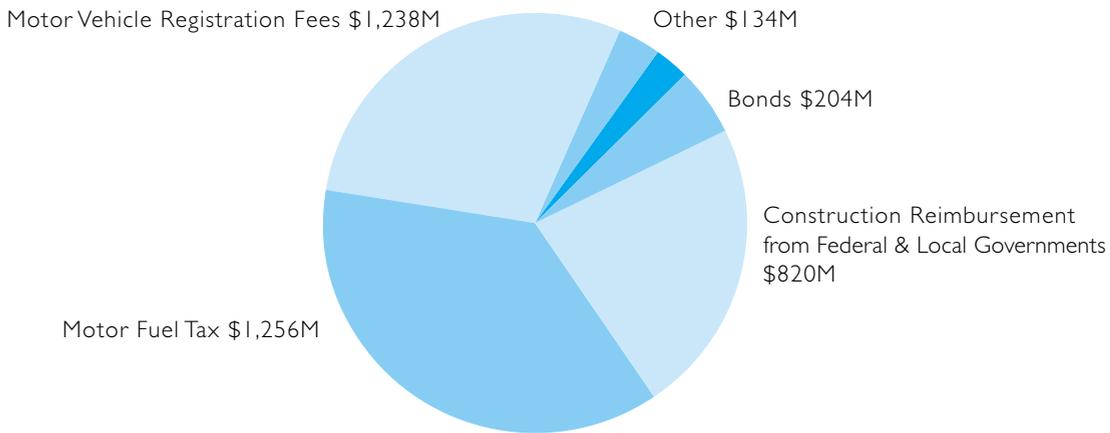
MAJOR TRANSPORTATION MODE	FUNDING SOURCES	TYPE OF FUND	AMOUNT/COMMENTS
<b>HIGHWAYS</b>	Federal	Highway Trust Fund	18.3 cents per gallon on gasoline; 24.3 cents per gallon diesel tax; 12.9 cents per gallon tax on gasohol; and other user fees (excise taxes on tires and auto parts)
	State	Motor Fuel Tax	19 cents per gallon; 2.5 cents per gallon differential for diesel fuel
	State	Vehicle Registration Fees	\$78–autos, pickup trucks; \$138-\$2,790–heavy trucks (based on weight); \$65–titles
	State	Series A Bonds	Repaid with highway user revenues
<b>TRANSIT</b>	Federal	Mass Transit Account of the federal Highway Trust Fund	A portion of the revenue is deposited for capital projects
	Federal	General Fund	Capital and operating assistance
	State	Series B Bonds	Capital assistance and primary match for federal funds
	State	Strategic Capital Improvement Program Bonds	Capital assistance to northeastern Illinois
	State	General Revenue Fund <sup>1</sup>	
<b>AERONAUTICS</b> <sup>2</sup>	Federal	Federal Airport and Airway Trust Fund	Aviation user fees
	State	Series B Aeronautics Bonds	
	State	General Revenue	
<b>RAIL</b>	Federal	Highway Trust Fund	A nominal amount of funding for high speed rail demonstration projects
	Federal	Rail Freight Loan Repayment Fund	Federal loans that are repaid to the state and placed into an interest-bearing account
	State	General Revenue Fund	
	State	State Rail Freight Loan Repayment Fund	State loans that are repaid to the state and placed into an interest-bearing account

<sup>1</sup>Reimbursement to transit districts that provide reduced fares for services to students, the elderly and individuals with disabilities; Public Transportation Fund for state operating assistance to the Regional Transportation Authority; Metro East Public Transportation Fund for state operating assistance to the St. Louis Metro East area; Downstate Public Transportation Fund for state operating assistance to 16 downstate transit agencies; and some capital assistance for projects with a short service life that do not qualify for bond funding.

<sup>2</sup>In addition to federal and state funding sources, a \$3 Passenger Facility Fee per flight from O'Hare International, Midway and Gary, Indiana, airports is collected by the City of Chicago and used for capital improvements at the three airports.

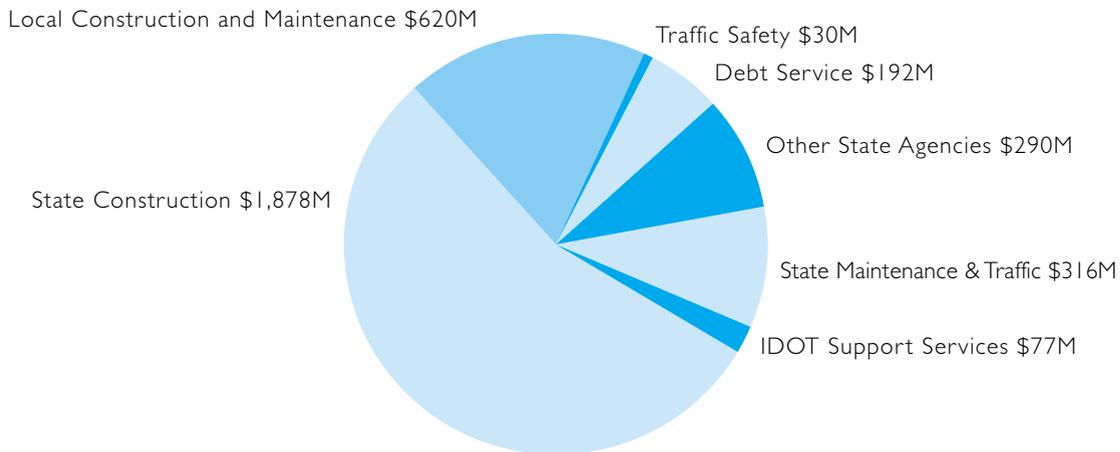
## FY 2001 ILLINOIS HIGHWAY REVENUES—\$3,652 MILLION

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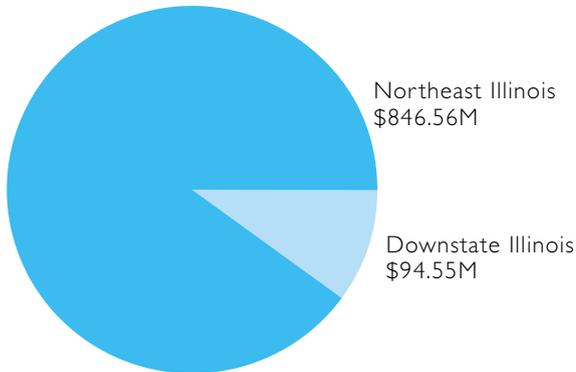
## FY 2001 ILLINOIS HIGHWAY EXPENDITURES—\$3,403 MILLION

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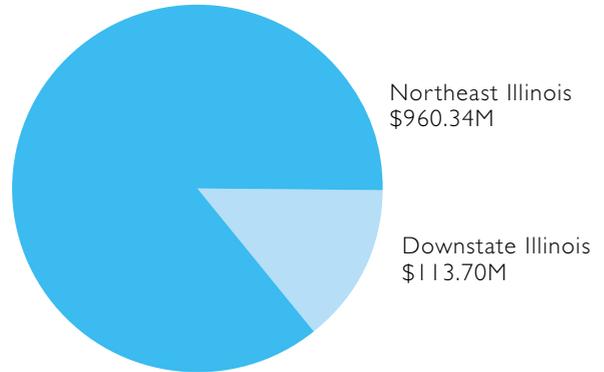


## FY 2001 PUBLIC TRANSPORTATION PROGRAM FUNDING—\$2,015.15 MILLION

OPERATING ASSISTANCE—ALL SOURCES



CAPITAL ASSISTANCE—ALL SOURCES



Program amounts are estimates that may differ from final appropriations.

### OPERATING ASSISTANCE

LOCATION/SOURCE	AMOUNT
<b>Northeast Illinois</b>	
Federal	\$220,000
State	\$271,500,000
Local	\$574,840,000
<b>Total</b>	<b>\$846,560,000</b>
<b>Downstate Illinois</b>	
Southwest	
Federal	\$370,000
State	\$16,200,000
Local	\$10,880,000
<b>Total</b>	<b>\$27,450,000</b>
Urbanized (Population 50,000+)	
Federal	\$3,870,000
State	\$33,780,000
Local	\$12,650,000
<b>Total</b>	<b>\$50,300,000</b>
Rural/Small urban (Population under 50,000)	
Federal	\$6,100,000
State	\$4,340,000
Local	\$6,360,000
<b>Total</b>	<b>\$16,800,000</b>
<b>TOTAL</b>	<b>\$941,110,000</b>

### CAPITAL ASSISTANCE

LOCATION/SOURCE	AMOUNT
<b>Northeast Illinois</b>	
Federal	\$519,740,000
State	\$355,000,000
Local	\$85,600,000
<b>Total</b>	<b>\$960,340,000</b>
<b>Downstate Illinois</b>	
Federal	\$79,980,000
State	\$6,150,000
Local	\$23,830,000
<b>Total</b>	<b>\$109,960,000</b>
<b>Statewide Paratransit</b>	
Federal	\$2,990,000
State	\$750,000
<b>Total</b>	<b>\$3,740,000</b>
<b>TOTAL</b>	<b>\$1,074,040,000</b>

**FY 2001 RAIL TRANSPORTATION PROGRAM FUNDING— \$44.5 MILLION**

**Rail Passenger Program**

**OPERATING ASSISTANCE**

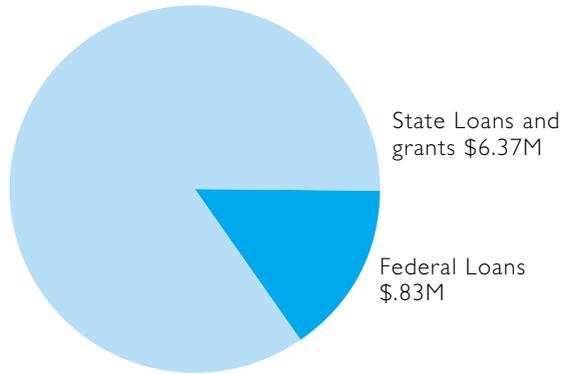
State-supported Trains \$10.2M

**CAPITAL ASSISTANCE—ALL SOURCES**

High-speed Rail \$27.1M  
Federal—\$7M; and State—\$20.1M.

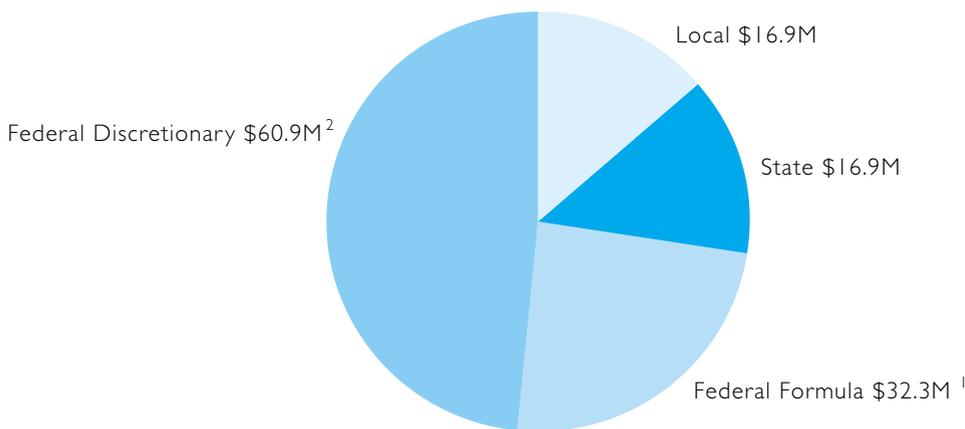
State-supported Station  
Improvements \$.1M

**Rail Freight Program**



Program amounts are estimates that may differ from final appropriations.

**FY 2001 AIR TRANSPORTATION PROGRAM FUNDING— \$127 MILLION**



<sup>1</sup> Entitlement funds for specific primary airports based on number of passengers enplaned and apportioned funds based on land area and population.

<sup>2</sup> FAA-determined funds for eligible airports.

Program amounts are estimates that may differ from final appropriations.

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## LEGISLATIVE CHANGES

### TRAFFIC SAFETY

*- Construction, School and Emergency Zone Safety*

**Urging continued funding of work zone safety program** - *to promote safety in road construction zones*

House Resolution 372 urged the continued funding by the Illinois Department of Transportation and the Illinois State Police of their initiatives to address work zone safety and urged the Governor to sign House Bills 198 and 3246, which also promote safety in road construction work zones.

**Increasing fines for speed limit violations in school and highway work zones** - *to protect highway construction workers and schoolchildren*

Public Act 92-242, effective Jan. 1, 2002, amended the Illinois Vehicle Code to increase the fines for second and subsequent speed limit violations in highway work zones and school zones. The minimum penalty for a second or subsequent violation is increased from \$150 to \$300.

**Yielding to emergency vehicles** - *to protect emergency workers' lives*

Public Act 92-283, effective Jan. 1, 2002, amended the Illinois Vehicle Code to provide that a driver will yield the right-of-way by making a lane change if it is safe to do so or will reduce speed and proceed with caution when approaching a stationary authorized emergency vehicle displaying flashing warning lights. It provides that punishment for this offense includes fines and the possibility of suspension of the offender's driver's license.

*- DUI Prevention and Penalties*

**Tightening penalties for DUIs in school zones** - *to protect schoolchildren*

Public Act 92-429, effective Jan. 1, 2002, amended the Illinois Vehicle Code. The law makes driving under the influence in a school zone while the 20-mile-per-hour speed limit is in effect and being involved in an accident that resulted in bodily harm, other than great bodily harm or permanent disability or disfigurement, an aggravated driving under the influence offense.

**Distributing additional DUI fines** - *to provide additional health care for crash victims and support for law enforcement*

P.A. 92-431, effective Jan. 1, 2002, increases the additional fine collected from a DUI violator for distribution to the law enforcement agency that made the arrest and provides for certain amounts of those fines to be deposited into the Trauma Center Fund and the Spinal Cord Injury Paralysis Cure Research Trust Fund.

**Toughening DUI penalties** - *to make Illinois roads safer*

Public Act 92-418, effective Aug. 17, 2001, imposes additional penalties for persons convicted of DUI if the blood alcohol content (BAC) of the person's blood or breath is 0.16 or higher, or if the BAC is 0.08 or higher and a child under the age of 16 is in the vehicle.

The law provides that any person whose driving privileges are suspended or revoked two or more times because chemical testing revealed the BAC exceeded the allowable limit is required to have his or her vehicle equipped with an ignition interlock device if issued a restricted driving permit (RDP). The law provides that the RDP may not be issued until one year after the date the current revocation went into effect.

**Toughening DUI sentencing** - *to keep unsafe drivers off the roads*

Public Act 92-420, effective Aug. 17, 2001, deletes language limiting sentencing for certain aggravated DUI offenses to not less than one year and not more than three years imprisonment. This law will allow courts, at their discretion, to impose extended term sentences on violators.

**Strengthening penalties for DUI repeat offenders** - *to protect the motoring public*

Public Act 92-183, effective July 27, 2001, amended the Unified Code of Corrections to prevent the courts from imposing a sentence of probation, periodic imprisonment or conditional discharge for an offender convicted of a fourth or subsequent DUI when that violator's driver's license was suspended or revoked for offenses including: driving under the influence; failing to submit to blood alcohol testing; leaving the scene of an accident; and reckless homicide.

**Increasing penalties for DUI repeat offenders** - *to protect the motoring public*

Public Act 92-248, effective Aug. 3, 2001, amended the Illinois Vehicle Code and the Unified Code of Corrections to increase the penalties imposed on DUI offenders as follows:

- Prevents the issuance of a restricted driving permit or hardship license to a repeat DUI offender, imposing a driver's license suspension of at least one year with no relief.
- Requires the Secretary of State to mandate the installation of ignition interlock devices in all vehicles owned by a person committing a second or subsequent violation for driving under the influence.
- Increases the minimum penalty for a second offense to five days of imprisonment or 30 days of community service.
- Changes the law to clarify that the \$500 fine and 10 days of community service in a program benefiting children for a second DUI offense while transporting a child under 16 years of age is in addition to the penalty of five days of imprisonment or 30 days of community service imposed for committing a second DUI offense.
- Increases the minimum penalty to 10 days of imprisonment or 60 days of community service for aggravated DUI where a person receives probation or conditional release.
- Requires individuals to undergo the treatment deemed appropriate under the mandatory professional evaluation to determine if an alcohol or drug abuse problem exists and clarifies that treatment is only required if deemed necessary in the evaluation. The law currently requires persons convicted of driving under the influence to undergo the assessment but is silent as to the treatment.

*- Child Safety Seats and Seat Belts*

**Restraining more children in car seats or seat belts** - *to protect more children from injuries*

Public Act 92-171, effective Jan. 1, 2002, amended the Child Passenger Protection Act to require every person transporting a child between the ages of 4 years and 16 years of age (previously from 4 to 6 years of age) to restrain that child in either a car seat or seat belt.

**Increasing fines for child safety seat violation** - *to protect children from harm*

Public Act 92-173, effective Jan. 1, 2002, amended the Child Passenger Protection Act, increasing the minimum fine for failing to secure a child in a safety seat from \$25 to \$50, and from \$50 to \$100 for subsequent offenses.

*- Railroad Crossing Safety*

**Improving enforcement efforts at railroad crossings** - *to prevent collisions between trains and vehicles*

Public Act 92-245, effective Aug. 3, 2001, lowered the fine for the first violation of failing to obey a railroad signal to \$250 from \$500 but no longer allows community service in lieu of a fine.

The law also made changes to the DuPage County ICC pilot program on automated railroad grade crossing enforcement systems, increasing the length of the pilot program from two years to five years. The law allows a local law enforcement agency to issue a citation to an operator who is the crossing violator and not the owner of a vehicle only after the registered owner notifies the agency about the operator. It sets the penalty for violation of the system at \$250 for a first offense and \$500 for a second or subsequent offense. For second or subsequent offenses, the law also allows the Secretary of State to suspend the registration of the motor vehicle for a period of at least six months.

**Matching federal truck regulations** - *to promote railroad-highway grade crossing safety*

Public Act 92-249, effective Jan. 1, 2002, amended the Illinois Vehicle Code to bring Illinois into compliance with federal motor carrier safety regulations.

*- Driver's Licenses and Vehicle Registrations*

**Tightening suspended driver's licenses for reckless homicide** - *to protect the motoring public*

Public Act 92-343, effective Jan. 1, 2002, amended the Illinois Vehicle Code, specifying that a person whose driver's license is suspended for reckless homicide may not seek license reinstatement until 24 months after being released from prison.

**Informing vehicle owners of teen driver violations** - *to protect the motoring public*

Public Act 92-344, effective Aug. 10, 2001, amended the Illinois Vehicle Code to provide for a pilot program in DuPage, Kendall and Sangamon counties. When a driver under the age of 18 receives a citation while driving a vehicle not registered in his or her name, the circuit clerk will send notice of the issuance of a citation within 10 days after a traffic citation is filed to the registered owner of the vehicle.

**Toughening driver's license violations** - *to make Illinois roads safer*

Public Act 92-340, effective Aug. 10, 2001, requires a person convicted of a second violation of driving with a suspended or revoked license to serve 100 hours of community service. For a third violation, a person must serve 30 days of imprisonment or 300 hours of community service.

The law increases the minimum consecutive days of imprisonment - from seven to 10 - that a person will serve for driving with a suspended or revoked license due to a DUI violation, leaving the scene of an accident resulting in injury or death, reckless homicide, or failing to submit to chemical testing. For a second violation, which is a Class 4 felony, a person must serve 30 days of imprisonment or 300 hours of community service. A third violation is a Class 4 felony, and a person must serve at least 30 days of imprisonment. A fourth or subsequent violation is a Class 4 felony, and a person must serve at least 180 days of imprisonment. In addition to any other punishments that may be imposed for a fourth or subsequent violation of any portion of this section of the law, the court may seize the license plates of the offender's vehicle or immobilize the offender's vehicle for a period of time to be determined by the court.

**Improving serious accident reporting process** - *to toughen penalties for young drivers*

Public Act 92-137, effective July 24, 2001, provides that the State's Attorney must notify the Secretary of State of the charges pending against any person younger than 18 years of age who has been charged with a violation of the Illinois Vehicle Code or the Criminal Code arising out of an accident in which the person was the driver and allegedly caused the death of or serious injury to another person. It also provides that the Secretary of State may deny the driver's license of any person against whom the charges are pending.

**Suspending truck registrations** - *to promote tougher enforcement*

Public Act 92-437, effective Aug. 17, 2001, amended the Illinois Vehicle Code to allow the Secretary of State to suspend the registration of a commercial motor vehicle in the following instances:

- When determined that the vehicle owner has not paid a civil fine, penalty, or settlement agreement arising from violations of regulations under the Illinois Motor Carrier Safety Law or the Illinois Hazardous Materials Transportation Act.
- When determined that a vehicle registered for a gross weight of more than 16,000 pounds within an affected area is not in compliance with the provisions of the annual emissions inspection testing required under the Illinois Vehicle Code.

HIGHWAYS -

**Determining miles of local roads capable of carrying 80,000-pound vehicle loads and subsequent construction costs** - *to increase truck routes in Illinois*

House Resolution 190 directed the Illinois Department of Transportation to conduct a study, in cooperation with municipalities and county and township road commissioners, to determine the number of miles of county highways and township roads that need improvement to withstand a weight of 80,000 pounds and the necessary costs.

AERONAUTICS -

**Increasing penalties for operating aircraft while under the influence** - *to promote safer skies*

Public Act 92-517 amended the Illinois Aeronautics Act to increase the penalties for persons intoxicated and working in or about an aircraft. Various penalties are increased from misdemeanor charges to felonies.

**Revealing land owner names around potential airport sites** - *to promote full disclosure to the public*

Public Act 92-294, effective Aug. 9, 2001, created the Airport and Correctional Facility Land Disclosure Act. The Act prohibits the state and local governments from entering into an agreement for the use or acquisition of land intended for an airport unless full disclosure of all individuals and entities holding any beneficial interest in the land is made.